TW-1 Stan Notes / FTI Supplement
Night Familiarization Stage (NFAM)

1) OVERVIEW

a) This TW-1 document is provided as a local supplement only where procedures differ or are not included to sufficient depth in the Flight Training Instruction (FTI). The procedures and techniques learned in this stage should be used throughout the MPTS (.167) syllabus.

b) Stage procedures shall follow those set forth in the FAM Stan Notes, with additions/ exceptions noted below:

2) ADMIN

a) The Brief.

i) The brief should include a detailed discussion on cockpit lighting, the area route, and landing pattern procedures. The route to be flown should be drawn on the board prior to the brief. This route will include local diverts and any large towns along the route. The primary route is in the Birmingham MOA. The weather backup for both squadrons is in Area One. If the NFAM Area One route is needed due to weather and NFORM flights are also scheduled, NFAM IPs shall inform NFORM aircrew that they will need the 10-11k block for the route. NFORM flights will then begin with the 12-13k block. In the event that NFAM solos are using the Area One route, NFAM chase pilots will deconflict with any NFORM flights for the use of additional altitude blocks. Students must be prepared for both routes; however, a student must fly the safe-for-solo and solo events via the same route.

3) FLIGHT CONDUCT

a) Preflight.

i) Use the clear lens during the preflight in order to see hydraulic leaks.

b) Start and Checks.

i) Use a Tuna clearance for the Birmingham route or a Pike clearance for Area One.

c) Taxi and Marshal.

i) During NFAMs, students cannot complete checklists while taxiing.

ii) The parking brake will be set each time the aircraft is stopped, except on the runway.

iii) NFAM solos will call "Up and Ready" to the NFAM Chase when they are complete

with their checks in Marshal. The NFAM Chase will direct solos to hold in marshal or launch. All NFAM solo flights for the evening should use the common NFAM TAC frequency, selected on AUX at all times. This frequency should be reserved on the ODO board for NFAM solos only. NFAM Chase aircraft should be the first into the area in order to perform a weather recce and ensure that VMC conditions can be maintained. The NFAM Chase will be the last aircraft to check out of the area, following the last solo.

d) Simulated Emergencies.

i) After the SNA has completed the takeoff checklist, the IP will make no configuration changes for the duration of the flight. Configuration changes include (but are not limited to) trim setting, flap setting, and anti-skid position.

ii) Training page failures can be introduced at any time.

iii) Compound "simulated" emergencies will not be introduced in the aircraft. However, simulated emergencies may be combined with training page failures.

e) Departure.

i) Area One departure procedures remain the same as during the day time. Departure airspeed shall be 250kts.

ii) For the Birmingham MOA departure, you can expect a turn to intercept the NMM 080 radial. Once on the radial, you will be switched from Approach to Atlanta Center, button 24.
   (1) "Atlanta Center, TUNA 1XX, with you passing (current alt) for One One Thousand, request."
   (2) "TUNA 1XX, Atlanta Center, go ahead with your request."
   (3) "Atlanta Center, TUNA 1XX request the BHM MOA, Five to One Five thousand for the next Zero plus Four Five."
   (4) "TUNA 1XX, Atlanta Center, you are cleared in to the BHM MOA, maintain One One Thousand until established, cleared block altitude Five thousand to One Five thousand, altimeter setting XX.XX, discrete frequency while in the MOA will be Two Five Two Decimal Nine, Expect Further Clearance Time of XXXX, when ready to RTB return to this frequency."
   (5) "Atlanta Center, TUNA 1XX, is cleared into the BHM MOA, maintain One One thousand till established, cleared block altitude Five to One Five , altimeter setting XX.XX, discrete frequency while in the MOA is Two Five Two Decimal Nine, Expect Further Clearance Time of XXXX, RTB return this frequency, request discrete at this time."
   (6) "TUNA 1XX, Atlanta Center, you are cleared into the BHM MOA, there are ___ other flights in the area, cleared to switch Discrete, monitor guard."
   (7) (On BTN 25)"99 Birmingham MOA, TUNA 170 (Solo) checking in from the West for the night route."
   (8) "Loud and Clear."

f) Area Management.

i) For each MOA, you will make reports for the points listed below. Example: "Tuna 1XX, Forkland", or Tuna 1XX, Centerville leaving 11k." You should descend to 10k at Centerville. **You can work lower, entering as low as 6K and exiting at 5K, depending on weather to maintain reference to the ground.** Once in the area, the route shall be flown at 250 KIAS.

The mandatory reporting points are as follows:
(1) Birmingham:
Pt 1 Forkland NMM 083/34
Pt 2 Greensboro NMM 081/49
Pt 3 Centerville NMM 073/74
Pt 4 Marion NMM 087/62

(2) Area One: ("Pike 1XX, Point X")
Horne NMM 270/12
Pt 1 NMM 270/30
Pt 2 NMM 270/45
Pt 3 NMM 290/45
Pt 4 NMM 315/45
Pt 5 NMM 315/30

g) Recovery.

i) Birmingham: Make your checkout call at 45 DME off NMM, then contact center on BTN 24 and make your request to RTB.
(1) "99 Birmingham, 1XX solo, inside of 45 DME, checking out from the night route."
(2) "Loud and Clear."
(3) On BTN 24 "Atlanta Center, TUNA 1XX, with you One Zero thousand RTB Navy McCain."
(4) "TUNA 1XX, Atlanta Center, radar contact 10 miles North East of Demopolis, you are cleared direct Navy McCain, maintain One Zero thousand."
(5) "TUNA 1XX, cleared direct Navy McCain, maintain One Zero thousand."

At some point Atlanta Center will clear you to switch Meridian Approach on BTN 21. Make your request for type of arrival with Meridian Approach.

ii) In Area One: Upon reaching the final point on the route, you should descend to 9k. Make the following call on area common: "99 Area One, Pike 1XX checking out and switching center." Switch to Center and request a random recovery. If advised to work west, fly at 9k toward Philadelphia and on AUX switch to Area Common and notify everyone in Area One of your situation.

iii) NFAM recovery at NMM:

NFAMs may request vectors to final for No-Flap GCAs or straight-ins to the right side to a touch and go followed by either tower downwind or the overhead. If a No-Flap landing is not required on the NFAM you will request the overhead. **No-Flap landings shall not be performed from the landing pattern at night.**

h) Landing Pattern.

i) Night break airspeed is limited to 300kts. Attain 500' AGL upwind prior to turning downwind. REMEMBER: NO LOWER THAN 300' AGL WITHOUT A BALL

4) POST LANDING

a. After landing and clear of the runway:

i) F/C: "Ready to safe the seats."
ii) R/C: "Safe in the back."
iii) F/C: "Safe in the front."

b. Students will not change configuration while on the runway. All solo flights shall exit the runway at the perpendicular taxiway. Dual NFAM flights should also exit at the end so that the Post-Landing Checklists can be performed while stopped on the taxiway after clearing the duty runway. IPs may take the controls to continue taxiing in order for the student to complete the checklist.

5) SHUTDOWN

a. Prior to shutdown, adjust volumes to mid-range, return lights (including the HUD) to the daylight setting and adjust the seat height to mid-range.

Prepared By

C. M. McLean
TW-1 Stan O

Approved By

David J. Lobdell
Commodore, TW-1